

Intimations.

DAKIN BROS. OF CHINA,
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CHEMISTS

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MANUFACTURERS.DAKIN'S
LEMON
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THE FAVORITE

HOT WEATHER DRINK.

Nos. 22 & 24, QUEEN'S ROAD CENTRAL.

A. S. WATSON & CO., LD.

WINES AND SPIRITS.

WE invite attention to the following Brands, all of which are excellent quality and good value for the money.

The same being specially selected by our London House, and brought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best goods at moderate prices.

In ordering is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

PORTS. (For Invalids and general use).

	Per Case.	Per Bot.
A Alto Douro, good quality, Green Capule	\$10	\$1.00
B Vintage, superior quality, Red Capule	12	1.10
C Fine Old Vintage, superior quality, Black Seal Capule	14	1.25
D Very Fine Old Vintage, extra superior, Violet Capule (Old Bottled)	18	1.50

SHERRIES.

A Delicate Pale Dry, dinner wine, Green Capule	6	0.60
B Superior Pale Dry, dinner wine, Green Seal Capule	7.50	0.75
C Manzanilla, Pale Natural Sherry, White Capule	10	1.00
D Superior Old Dry, Pale Natural Sherry, Red Seal Capule	10	1.10
E Very Superior Old Pale Dry, choice old Wine, White Seal Capule	12	1.10
F Extra Superior Old Pale Dry, very fine quality, Black Seal Capule (Old Bottled)	14	1.25

CLARETS.

A Superior Breakfast Claret, Red Capule	4	\$4.50
B St. Estephe, Red Capule	4.50	5.00
C St. Julien, Red Capule	7	7.50
D La Rose, Red Capule	11	12.00

MADEIRA, HOCK AND CHAMPAGNES.

FULL PARTICULARS OF THE VARIOUS BRANDS IN STOCK ON APPLICATION.

BRANDY.

A Hennessy's Old Pale, Red Capule	\$13	\$1.20
B Superior Very Old Cognac, Red Capule	15	1.40
C Very Old Liqueur Cognac, Red Capule	20	1.75
D Hennessy's Finest Very Old Liqueur Cognac, 1873 Vintage, Red Capule	30	2.50

SCOTCH WHISKY.

A Thorne's Blend, White Capule	8	0.75
B Watson's Glenorchy, Mellow Blend, Blue Capule with Name and Trade Mark	8	0.75
C Watson's Abolition, Glenorchy, Red Capule with Name and Trade Mark	8	0.75
D Watson's H.K.D. Blend of the Finest Scotch Malt Whiskies, Violet Capule	10	1.00
E Watson's Very Old Liqueur Scotch Whisky, Gold Capule	12	1.10

IRISH WHISKY.

A John Jameson's Old, Green Capule	8	0.75
B John Jameson's Fine Old, Green Capule	10	1.00
C John Jameson's Very Fine Old, Green Capule	12	1.10
D Genuine Bourbon Whisky, Old, Red Capule, with Name	10	1.00

GIN.

A Fine Old Tom, White Capule	4.50	0.40
B Fine Unsweetened, White Capule	4.50	0.40
C Fine A.V.H. Geneva	5.25	0.50

RUM.

Finest Old Jamaica, Violet Capule	12	1.00
Good Leeward Island, \$1.50 per Gallon		

LIQUEURS.

Benedictine Maraschino		
Curaçao—Hering's Cherry Cordia		
Chartreuse—Dr. Slegert's Angostura Bitters, &c.		

PRICES ON APPLICATION.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1843.

Hongkong, 4th February, 1892.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in this paper not later than Three o'clock so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

The Hongkong Telegraph's number at the Telephone Central Exchange No. 1. Telegraphic address—"Telegraph," Hongkong.

TO SUBSCRIBERS.

The Hongkong Telegraph is published daily at 5.30 p.m. Subscribers in the central districts who do not receive their copies delivered by the carrier, will be obliged by a notice communicating with the Manager.

Subscribers to the Hongkong Telegraph are respectfully reminded that all Subscriptions are payable in advance.

DEATH.

At the Zoroastrian Garden, 32, Poochow Road, Shanghai, on the 28th instant, D. BURJORKI (DADABAH BURJORKI CHINAI), aged 85—Bomby papers please copy.

The Hongkong Telegraph.

HONGKONG, FRIDAY, JUNE 3, 1892.

TELEGRAMS.

THE WEST AFRICAN COAST TROUBLE.

LONDON, May 24th.

The British forces have defeated the Jebus army near Lagos, killing four hundred of the enemy and capturing the King. The British had several killed and three officers and thirty men wounded.

THE IRISH LOCAL BILL.

May 25th.

In the House of Commons the Irish Local Self-Government Bill has been read a second time; the majority was ninety-two.

THE PEARL CASE.

May 26th.

Captain Osborne has resigned his commission in the Army.

THE FIGHTING IN WEST AFRICA.

The Jebus army in the recent fight with the British near Lagos numbered seven thousand men; they were armed with Snider rifles, fought four days, and finally fled.

THE PREMIER'S NARROW ESCAPE.

May 27th.

While proceeding along St. James's Street, Lord Salisbury's horses bolted, overturning and smashing the carriage; the Premier, although severely shaken, was able to walk to the Foreign Office.

THE SUEZ CANAL DUES.

June 1st.

The Suez Canal Company has agreed to reduce the charges half a franc per ton, the new rate to come into force in January next.

THE GENERAL ELECTIONS.

It appears certain that the dissolution of Parliament will take place at the end of the present month.

RESULT OF THE DERBY.

THE DERBY Stakes, of 6,000 sovs., the winner to receive 3,000 sovs., the nominator of the winner 100 sovs., the owner of the second 500 sovs., and the owner of the third 200 sovs. out of the race; for three year olds; colts and fillies 8st. 6lb., about one mile and a half—255 subs.

Lord Bradford's ch. c. St. Hugo, by Wisdom—Mancuvere

Baron de Hirsch's br. c. La Fleche, by St. Simon—Quivy

M. Camille Blanc's b. c. Bucentaur, by Santiago—Venice

Thirteen runners; the winner's starting price 40 to 1.

LOCAL AND GENERAL.

FILLIS' Circus is now exhibiting in Singapore.

THE "Stanley Awful" are announced to open in Penang on Monday next, the 6th inst. in "Dorothy."

THE Peking-Fushun collision case has been referred to the arbitration of Mr. N. J. Hannen, British Consul-General and Judge in Shanghai.

THE "Mutual" steamer *Myosotis*, which left Hankow for London at midnight on May 28th with a full cargo of tea at \$4 per ton, had to refuse the offer of another thousand tons.

AN Emergency Convocation of St. Andrew's Chapter, No. 218, S.C., will be held in Freemasons' Hall, Zealand Street, this evening, at 8 for 8.30 o'clock precisely. Visiting companions are cordially invited.

A MEETING of the Finance Committee of the Alice Memorial Hospital was held yesterday. A letter was read from Mr. H. W. Davis of Messrs. Linstead and Davis offering to meet the whole cost of erecting a supplementary hospital. Dr. Cantile suggested that it would do no harm to give the public a little time to learn all about the new building, and accordingly the meeting was adjourned for a fortnight.

A DOZEN and a half of those objectionable ruffians who under the guise of boarding-house runners "rush" almost every steamer that enters the waters of this colony, were brought before Mr. Hastings at the Police Court this morning by Sergeant Niven, who proved that they scrambled on board the *Namoa* yesterday without permission from the master or officers of the vessel. The magistrate ruled the culprits severely and then made them "sue up" \$100.

The "rate" muttered something about liking to get a slant at the Bench—but they paid all the same.

The older generation in Shanghai, says the *N. C. Daily News* of May 20th, will bear with regret the death of Sun Yat-sen at the age of 45.

Mr. Sun Yat-sen, the oldest foreign resident here, having come to China in 1872, and having been over 25 years in Shanghai, without ever going away even as far as Wessung. He was more than once a rich man, but in wealth and poverty alike he was one of the most courteous and kind-hearted of men, and always popular until old age and sickness obliged him to seclude himself. He is buried in the Zoroastrian Cemetery.

THE Russian ironclad *Dimitri Donskoi* left Colombo on the 24th of May for the China station, via Singapore.

FROM Canton we learn that the authorities have just captured two more of the pirates who took part in the piratical coup near Macao on the 17th ultimo.

MR. T. SHELFORD, a unofficial member of the Singapore Legislative Council, has been honored (7) by a C.M.G.-ship. He represents the Chamber of Commerce, and has been in the Council since 1874.

H.M.S. *Firebrand* after undergoing a number of small repairs to her engines, and a miscellaneous overhaul, took a turn round the harbour this morning, when everything was found to work satisfactorily.

THE German mail steamer *General Warden* was berthed at the Cosmopolitan and the *Plethola* at Kowloon dock yesterday, for a general clean up. The *Cleuro* will be docked for a similar purpose in a day or two.

THE Pacific Mail Co.'s steamer *City of Rio de Janeiro*, left here on the 10th ulto and Yokohama on the 19th, arrived at San Francisco on the 1st inst., making the run from Yokohama in thirteen days.

THE Post Office will be closed on Monday the 6th inst. (White Monday) except from 8 to 9 a.m. Correspondence may be posted on Sunday. Correspondence for the Peak and Kowloon may be posted up to 9 a.m. The night box will be kept open. The Money Order Office will be entirely closed.

POOR old broken-down *Granny* was so used up after last Saturday's "forty-two columns" of cheap second-hand novel and Selgei Syrup that the magnificent forty-two has dwindled to six. Less than even the moribund *Snail*, and slightly over half of what the *Telegraph* gives—and then the *D. P.'s* six columns a day is all cribbed!

A SNAKE-CHARMER, with cobra, box, rattlesnake, and a great variety of serpents, has arrived here "from India" and is exhibiting at Government House last night and put his reptiles through their drill in remarkable style. The cobra "bucked" however and struck at his master so viciously that a number of the fair sex became quite nervous. The daring charmer (the Indian one, we mean) is, according to latest accounts, still alive!

THE Peking-Fushun collision, consisting of the *Kwang-chia*, *Kuang-yen*, *Chen-yen*, *Lai-yun*, *King-yun*, and the flagship *Tai-yun*, left their anchorage in Kowloon Bay yesterday afternoon bound for Shanghai. By the way, it may not be out of place if we call attention to the fact that although large numbers of men from the fleet were daily granted liberty while here, not one of the smart-looking youths was bailed up before the magistrate, neither have any denials been reported. This speaks well for the discipline of the fleet, growing Chinese Navy, and shows an example which European sailors would be all the better for imitating.

AN important matter, both from an Imperial and commercial point of view, is about to occupy the attention of the India Office and the Admiralty. For over a quarter of a century the annual troopship service between Great Britain and India has been carried on by the means of large ships owned by the Indian Government and manned by officers and men of the Royal Navy, their pay being provided out of the revenues of her Majesty's Indian possessions. Events have happened of late, chiefly in regard to the cost of repairs to the troopships, which have brought to the surface the question whether it would not be better to abandon the existing system and carry out the annual relief by means of hired transport.

The Admiralty are said to be strongly in favour of the change, because it would mean the reduction of the navy proper of some hundreds of officers and men now employed on board the Indian troopships, and whose services will be absolutely needed a couple of years hence, when the country will be possessed of so many more fighting ships under the provisions of the Naval Defence Act. It is pointed out also that with the very large liners now possessed by private companies in England there would be no difficulty whatever in securing five vessels in which to send out and bring home troops from India.

THE *Strait Times* is reaping the fruits of bold and plentiful advertising. In calling attention to our challenge of the boast that that journal has "the largest circulation in Asia, except British India," the Singapore *Free Press* mentions that in the official returns of all Straits publications, the *Strait Times* proudly leaves unfiled the columns under the head of "circulation," and the Registrar, or whoever compiles the returns, appends a note—"Information as to circulation refused by the Editor." Silence is golden—exceedingly golden, if one may say so; it is only a pity Mr. Arnot Reid's stock of it was used up before he turned his attention to blowing his own trumpet. It is a pity he ever published that large-type lie in the *Strait Times* which the largest circulation in the East, British India, excepted.

THE *Strait Times* is a large and respectable challenge, backed by an effort to bet an enormous sum against his circulation, this young man has laid in a fresh stock of "golden silence," of the finest quality. His motives are the more noticeable, as he is usually one of those very open, talkative, gushing innocents whom Voltaire classifies with "infants, idiots, et petits chiens." Mr. Arnot Reid has never been in a plummy position on which to bludgeoned the *Strait Times* into submission.

THE *Free Press* takes the opportunity to say another of the fallacies actively promulgated by our contemporary. Besides his pleasing fiction about having the largest circulation, the legend "Established 31" is attached to notice boards and letter paper, embodied in the journal, and painted on sides of houses in gigantic characters. Well, it is neither lie. The *Strait Times* was not established in 1831 but in 1845, on July 15, as a weekly paper of eight pages. According to the "Anecdotal History of Singapore," the first newspaper in that colony was the *Chronicle*, which started in 1824, and ran till 1835; when the plant was taken to Penang for the *Gazette*, and the original *Singapore Free Press* came to life. Ten years later it was published the first issue of the *Times*, of which a copy is still in existence. A further statement, not in print, we believe, but no doubt assiduously circulated, is that Mr. Arnot Reid is the only practical journalist in the Far East, in just common-sense words. We are informed, on better authority than the word of the young man himself, that his whole "journalistic" experience consists in having been chief clerk, or cashier, or counter-jumper of some sort: in the purely commercial department of the Glasgow *Mail*. But it is after all not very while going forward to show up these exceedingly juvenile fabrications. As the *Free Press* says, in conclusion, "Three weeks ago a 'Victorian' appeared which said that a printer, who had been in the *Strait Times* Office since the year 1824, had retired on a pension with half a century of service; and spoke of another comrade who had retired with an even longer service in the office of the paper. These statements were of course untrue. The history of the paper is not of public importance, (not of any importance at all) but to make false history should not be allowed to go unchallenged."

THE Marine Court in Singapore held to inquire into the loss of the British ship *John M. Blair*, found on the 24th ulto, that the master of the vessel deserved censure, and censured him accordingly. No certificates interfered with.

THE *China Mail* editorially—"A veritable coal mine—whatever its condition or position, on which almost any one could afford to build a substantial house for building upon—is the coal mine, or a conundrum—or only sheer, unadulterated ignorance of the *China Mail's* own special brand? It is proved that the coal beds of the north of England extend east, deeper every mile, and it is supposed that they are connected with the Swedish beds, running right under the North Sea. 'Brownie' should go down and build some hopes there. Just about his level.

REFERRING to gold mines, a London contemporary says that one of the chief authorities now is Mr. Macdonald Cameron, M.P. His geological training in the 'School of Mines' having now been backed by unequalled experiences from Mexico in the West to Borneo in the Far East, Mr. Cameron's services for inspection and report are in great request. So much so that Mr. Cameron's fee for any special trip of this kind out of England is not less than £5,000 paid before he starts. He is not at all afraid of the supply of gold running short, but rather thinks there is scope for increased development of rich mines, especially in Borneo, the Malayan Peninsula and in the Mysore division of Southern India.

SERIOUS MARITIME COLLISION.

THE STEAMER "CAMELOT" DISABLED.

Telegraphic information was received here this afternoon by the agents, Messrs. Dowdell, Carill & Co., that the steamer *Camelot*, from Glasgow and Liverpool to China and Japan, has been in collision near Singapore. She got safely into Singapore where repairs are being effected, and is expected to proceed thence on her voyage about 25 days hence. It is not stated what steamer collided with her.

THE REGISTRATION OF IMPORTS AND EXPORTS.

The following correspondent on the above subject speaks for itself—

HONGKONG GENERAL CHAMBER OF COMMERCE—Hongkong, 14th April, 1892.

SIR,—In continuation of my letter of 12th ultimo in reply to your despatch of 17th February having reference to a proposal on the part of the Government to again bring forward an ordinance dealing with the registration of Imports and Exports in this Colony, I have now the honour to acquaint you that the Committee of the Chamber, in view of the public importance attaching to this subject, considered it advisable to bring the question before the annual general meeting of the members which was held here on the 8th instant.

The meeting was a large and representative one, and the discussion which took place showed clearly that, in the opinion of the mercantile community, any measure such as that now proposed is not only unnecessary but would be positively harmful to the trade of this Colony.

The following resolution was then proposed by the Hon. E. P. Billon, seconded by Mr. Ho Anel, and carried unanimously:—"That this Chamber is of opinion that the proposal to obtain returns of cargo from vessels coming in and going out of this harbour will, if adopted, prove detrimental to the interests of this Colony, therefore it recommends the Government to abandon the idea of enacting such a measure as law in this Colony."

Since the withdrawal of the previous ordinance in 1887, the feeling against legislation in this direction has been more general than in the past. The opinion is now even more general than in the past, that the disadvantages arising from any such enactment as that now contemplated would far outweigh the benefits to be derived from complete and accurate statistics of the trade of the Colony.

My Committee trust therefore that His Excellency the Governor in further dealing with this question will give a full and impartial consideration to the views expressed by the members of this Chamber.

In accordance with your request the sub-enclosures which accompanied the letter of 11th February are returned herewith.

I have the honour to be, Sir, Your most obedient servant,

(Signed) ADAM LIND, Acting Secretary.

The Honourable G. T. M. O'Brien, C.M.G., Colonial Secretary.

COLONIAL SECRETARY'S OFFICE.

Hongkong, 20th April, 1892.

SIR,—I am directed by the Governor to acknowledge the receipt of your letter of the 14th instant forwarding a resolution of the Chamber of Commerce at a meeting held on the 8th inst. on the subject of the taking of returns of the Imports and Exports of the Colony.

In reply to ask whether your Chamber will submit a statement of the reasons on which the resolution is based in order that it may be forwarded to the Secretary of State for his consideration, or whether they desire that the newspaper report of the discussion at the meeting may be taken as containing those reasons.

If I may venture to offer a suggestion to the Chamber, I think that the former course is the better calculated to secure the object which they have in view.

I have the honour to be, Sir, Your most obedient servant,

(Signed) G. T. M. O'BRIEN, Colonial Secretary.

The Secretary, Hongkong General Chamber of Commerce.

HONGKONG GENERAL CHAMBER OF COMMERCE—Hongkong, 3rd May, 1892.

SIR,—I have the honour to acknowledge the receipt of your letter dated 24th ultimo, having reference to the resolution unanimously passed at the Annual General Meeting of the Members of the Chamber of Commerce, held here on the 8th of April last, deprecating any legislation which would render compulsory the registration of the Imports and Exports of this Colony.

In compliance with the suggestion contained in your letter, I am instructed by His Excellency the Governor, a statement setting forth the principal reasons on which that resolution is based.

To any one not familiar with the history, progress and position of this Colony it will at first glance appear surprising that any opposition whatever should be raised to so simple a proposal, having for its aim nothing beyond the recording of trade statistics, which, in some form or other, is carried out in almost every port of the British possessions.

My Committee, however, is of opinion that a closer examination of the business carried on here, and the unique position which Hongkong occupies as a trading and distributing centre, will show that really good reasons exist for asking the Government to refrain from passing such an ordinance.

The most important objection is one which underlies and to a great extent embraces all the others, namely—

That an enactment of the nature proposed would be a serious and unnecessary interference with the freedom of the port.

Apart from its excellent commodious harbour, Hongkong when first occupied was conspicuous chiefly by the disadvantages under which it laboured as a seat for any extensive commerce. Being an island with only a small population, a limited area, producing nothing, and having no large territory immediately connected with it, the principle was clear from the first that only by judicious fostering, exceptional treatment and absolute freedom from a port could such a place ever become an emporium of any description of trade.

As the most important part of such treatment it was recognized that not only must the Colony be constituted a Free Port in the ordinary acceptance of the term—exemption from Customs duties—but that this freedom must also include, as far as consistent with good order, an entire absence of restrictions in all matters connected with shipping, trade and trading operations.

To its immunity from Customs duties and the comparative absence of vexatious regulations, the existence and growth of Hongkong as a Colony are in a great measure due.

My Committee thinks it would not be out of place in this connection to refer to the report of a select committee of the House of Commons appointed in 1847 "to take into consideration the state of our commercial relations with China." Up to 1843 the trade of Hongkong was in a very thriving state, but from that year to 1877, when the above named Parliamentary report was drawn up, it had dwindled to the point of extinction owing to excessive and objectionable imposts combined with petty and troublesome regulations.

Among many others, the following deductions from a large mass of evidence were arrived at by the Parliamentary Committee, as set forth in its Report of 12th July, 1847.

"From Hongkong we cannot be said to have derived directly much commercial advantage, nor does it seem likely, by its position, to become the seat of an extended commerce. It has no considerable population of its own to feed and clothe, and has no right to expect to draw away the established trade of the populous town and province of Canton, to which it is adjacent. From the only traffic for which it is fitted, that of a depot for the neighbouring coasts, it is in a great degree debarred, except in regard to the five Ports, by Treaties, which stipulate distinctly for the observance of its restriction."

"In addition, however, to these natural and necessary disadvantages, it appears to have laboured under others created by a system of monopolies and farms and petty regulations peculiarly unsuited to its position and prejudicial to its progress. These seem to have arisen partly from an attempt to struggle with the difficulties in the midst of the vagabond and piratical population which frequent its waters and coast, and partly from the desire to raise a revenue in the island in some degree adequate to the maintenance of its Civil Government. To this latter object, however, we think it unwise to sacrifice the real interests of the Settlement, which can only prosper under the greatest amount of freedom of intercourse and traffic which is consistent with the engagements of Treaties and internal order; nor do we think it right that the burden of maintaining the Civil Government should be cast upon the shoulders of the Chinese residents, who are in a position to do so, and the protection of the general trade in the China Seas than a Colony in the ordinary sense, should be thrown in any great degree on the shoulders of other persons who may be resident upon it."

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demanded as more modern compilers from works based on erroneous information.

In a chapter on the opium trade Professor Williams says: "This was an extraordinary increase in its origin as growing chiefly out of a commercial misunderstanding. It is not in its end as forcing the weaker to pay for the opium which it is the duty of the stronger to supply." ("The Middle Kingdom," Vol. II, p. 463.)

In the same book, p. 550, it is remarked that "Sir Henry Pottinger proposed to say a few words upon the great cause that produced the disturbances which led to the war, viz. the trade in opium."

"Commander Liu demanded that all opium in the hands of the English merchants should be handed over to the authorities. This demand was considered so unreasonable by the English Government that in the following year (1840) war was declared against China." ("China," Professor Douglas, p. 463.)

Many more pages pointing to the development of the opium question into the first war with China may be taken from various authors, among others Sir John Davis and a native writer Wei Yuan in his "Sheng Wu-ki," but I refrain from doing so at greater length, not wishing to trespass further on your space.

I am, Sir,
Yours faithfully,
J. P. DE N. BONGA.

Hongkong, 3rd June, 1892.

MAIL DELIVERY—AN OPEN LETTER.

To the Acting Post Master General.
SIR.—The Steamship *Cathay* was inside Green Island at 1.15 p.m.; your notice board bore the legend "delivery about 3 p.m." It is now 3.30 by the clock, and no mails have yet been handed out. Why? Perhaps you may be able to satisfactorily explain. If not it will be satisfactorily proved to the public that your appointment to the Post Office is one more instance of the "square man in the round hole." Letters by English mail have for long been delivered within three quarters of an hour after the steamer arrived in harbour. R.S.V.P., and oblige—

CORRESPONDENT.

Queen's Road, Hongkong, 3rd June, 1892.

[Note.—4.10 p.m., and no mail yet—E.D., H.K. Telegraph.]

FOOCHOW SCURRY MEETING.

This sporting event, postponed from the date originally fixed owing to heavy rains, took place on the afternoon of Thursday and Friday last commencing each day at 4 o'clock. On Thursday the weather was unfavorable, a light rain falling occasionally and was disagreeable wet under foot. There was a fair attendance, and although the going was very heavy, the racing was very interesting.

FIRST DAY—THURSDAY, 26TH MAY, 1892.

SCURRY STAKES, all China ponies, weights as per scale; entrance \$1. Half-a-mile.

Mr. Richard's Titmouse, 1st. 8lb. (incl. 5lb. over)

Mr. Dewhurst's Flight, 1st. 11lb. (incl. 5lb. over)

Mr. Greaves's 1st. 11lb. (incl. 5lb. over)

Mr. Dorset's Kullang, 1st. 11lb. (incl. 5lb. over)

Baron Bunkum's Yama, 1st. 11lb. (incl. 5lb. over)

Flight made the pace at first, and at one time looked like winning, but in the run home Titmouse came to the front and won easily in 69 1/2 seconds.

MAY STAKES, all China ponies; weights as per scale; Fochow and Amoy Subscription ponies allowed 10 lb.; entrance \$1. One mile.

Capt. Hope's Aristocrat, 1st. 9lb. (incl. 5lb. over)

Mr. Greaves's 1st. 9lb. (incl. 5lb. over)

Mr. Escher's Kyslekin, 1st. 11lb. (incl. 5lb. over)

Mr. Greaves's 1st. 11lb. (incl. 5lb. over)

Mr. Dorset's Kullang, 1st. 11lb. (incl. 5lb. over)

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Mr. Escher's Kyslekin, 1st. 11lb. (incl. 5lb. over)

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Mr. Escher's Kyslekin, 1st. 11lb. (incl. 5lb. over)

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PASSENGERS BOOKED FOR CHINA.

Per P. & O. steamer, *Oceanic*, from London, May 13th.—To Hongkong: Mr. W. W. Roach.

Per P. & O. steamer, *Valletta*, from London, May 27th.—To Hongkong: Mr. W. Sparrow.

Per Messageries Maritimes steamer, *Oceanic*, from Marseilles, May 14th.—To Shanghai: H.E. Don J. Delavat, Mrs. Delavat. To Hongkong: Mr. Skinner.

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estimated cost per mile being only about £5,000, whilst the expense of the thorough survey will not exceed \$30,000. Mr. Alexander, of the Malay Railways and Works Company, Limited, is in charge. Mr. Dunlop has also business here with regard to the completion of the concession of a small area at Perli, where coal has been found in considerable quantities. It is proved to be of even fair quality. It will be of the greatest assistance in the railway enterprise, besides opening a new trade resource for Penang and Singapore. There is an important trade, consisting from Singapore, in the cardamoms, hides, cattle, dried prawns, etc., but the trans-shipment trade has hitherto been much restricted owing to the closing of the roads during the rainy season. This, of course, the railway will overcome. The prospect of its construction has already given trade an impetus, a European having taken up a thousand acres of land in Kedah for sugar-planting. A small branch-line from Kulim to Seletar to tap the tin-producing area, is contemplated. The survey will be about October, probably, soon after which the formation of the Railway Company will commence.

May 25th.

A couple of dredgers are in course of construction at the Government Dockyard. The first will be launched in about a week.

Everyone will regret to hear that the condition of Col. Boyd, the U.S. Minister Resident here, now recovering at Koo-si-chang, is very critical. It was indeed rumored on Sunday that he was dead, but we are glad to be able to give a more hopeful report.

